THE NAVAL ACADEMY BALL.

ANNAPOLIS, Md., June 5, 1869. The Navas Academy bail last night, in honor of hirs. Porter, was brilliant beyond anything of the rind that has ever been given under the same auspices. Distinguished gentlemen from all parts of the country and figuring in every department of the government were present to add to the intellectual character of the occasion, while Jarge numbers of ladies gave it an attractive ele-

THE PREPARATIONS.

Within the dancing hall, the supper room and in the grounds outside the arrangements were munificent and brilliant. Fifteen hundred ship's lanterns, red, white, blue and green, were suspended from the trees and, casting their different colors upon the surrounding green had a strikingly peculiar effect. Innumerable Chinese lanterns glimmered here and there among the foliage or hung in beauti-THE BALL ROOM AND SURROUNDINGS.

Reaching the toot of the steps leading to the dance ing room in Fort Severn the eye first rested upon a pavilion made up of flags. One hundred red lanterns were suspended overhead. In the centre, on the ground, was a rustic fountain, in the middle of which was a statue of Sabrina. By ascending the steps, beneath a canopy of flags, was reached the promenade.

Tals. extending entirely around the ballroom, was handsomely decorated in evergreen, with eagles and shields, crossed muske's supporting a wreath of cedar, and the yacht America in evergreen leaves. An ingenious arrangement of pistois pro-duced the initials "U. S. N. A." Among the other devices in cedar or ivy leaf was a star with rays made of sabres, an admiral's pennant, a shield, a heart and cross sabres.

The ballroom was entered from opposite sides through two Moorish arches, which exhibited remarkable skill and taste. The surrounding walls were decorated with flags. evergreens, cuttasses and pistols. On the right, near the orchestra, were two monograms, "U. S. N. A." and "G. A. P." In each angle of the fort were spoony corners for the lovesick to communicate their tales of love. Over each of these were appropriate mottoes as follows:—"Beware! Beware! appropriate motoes as follows:—"Beware! Beware!
he's fooling thee." "Spoons; who enters here leaves
hope behind." "Ici l'on ne parle que d'affaires
serieuses, and faint heart n'er won faire ladye."
In the centre of the room was a tropical scene, designed by Licentenant Commander Blake. The pillars supporting the cupolo were painted to resemble
the bark of the cocoanut tree, and the leaves and
cocoanuts were made of green paper. In the centre was a rastic fountain. To aid the dancers the
floor was well waxed.

or was well waxed.

tre was a rashe fountain. To aid the dancers the floor was well waxed.

THE SUPPER ROOM.

In the armory, near the fort, and communicating with which was a covered way, the supper tables were spread. In the centre there was one table extending the entire length of the hall. The arms and cuttasses standing in racks around the room gave sufficient ornamentation to the surrounding walls.

MIDENTIFIED IN CHARGE OF DECORATIONS.

The following midshipmen had special charge of the decorations under the supervision of Lieutenant Commander Francis C. Blake:—Graduating Class—Midshipmen King, Stewart, Mitchell, Graydon and Fowier. First Class—Midshipmen Kunhardt, Auger, Carter and Keese. Second Class—Midshipmen Wight, O'Reilly, Bull, Francis and Cobb. Third Class—Midshipmen Kirkland, Medury, Paimyer and Schwenk.

Schwenk.

ARRIVAL OF THE PRESIDENT.

The President did not reach the ballroom until after eleven o'clock. The distinguished party entered in the following order:—The President and Mrs. Porter, Admiral Porter and Mrs. Grant, Secretary Borie and Mrs. Postmaster General Creswell. The other prominent persons present were dropping in at different times. The band then struck up and the dance was carried out in the following order:—

and it kept alls. Folter busy leading him through the figures.

A NAVAL BREASDOWN.

The Secretary of the Navy, though among the oldest of the dancers, was as sprightly as the sprightliest. He was as maintar with the intricacles to the mazy dance as he is with the management of the Navy Department. Accidents, however, will happen with the best dancers, as well as in the best regulated families. The honorable Secretary of the Navy was not free from them on this occasion. The "middies," with a view to facilitate the dancing had the floor of the ballroom waxed until it was as smooth and as slippery as a skating ring. Their lithe limbs went over it like old tars with their case form. As the Secretary was about to lead the

has the floor of the baliroom waxed until it was as smooth and as slippery as a skating ring. Their lithe limbs went over it like old tars with their sea legs on. As the Secretary was about to lead his partner forward, to salute the opposite couple, his foot slipped, and down he went stern foremost. Admiral forter was soon at his side. The dance for the moment was interrupted. The President came to the assistance of his Secretary, and the unfortunate Borie was soon on his legs again. The incident was at once sectious and count, and was heartily enjoyed by the young "middles."

THE PRESIDENT'S TERPSICHOREAN ABILITIES.
The most bewildered person in the dance was the President. Whether it was the scrutinizing gaze of the multitude, the oppressive heat of the baliroom or the ghost of some State secret anunting hum, he seemed to lose his self-possistion. He never knew when his turn came. He would grasp his partner first by one hand and then by the older. Jis eyes wandered resiliestly from couple to couple, as if he desired to discount their maxements in advance. He was continually getting in the way of some of the ladies or gentlemen in the set, and when he should have been with his partner he was looking around to find the place from which he started. His awkwardness was his cisatories. The President evidently feit his embarrassment and seemed considerably agitated.

CUEA AND THE UNITED STATES IN THE BANCE.

A feature of the ball was the dancing of the "German." When everything had oven arranged Mrs. Admiral Porter and Miss Lola dee Ruiz, a young Cuoan of extraordinary beauty, the daugner of Domingo L. Kuiz, representative here of the painted was the dancing of the "German." When everything had oven arranged Mrs. Admiral Porter and Miss Lola dee Ruiz, a young Cuoan of extraordinary beauty, the daugner of Domingo L. Kuiz, representative here of the painted of the cance, makes little difference. If was remarked by all present that Miss Ruiz was the bette of the evening. Her dark eyes and rich, glossy black hair (pien

(pienty of it and all her own) did powerful execution among the gaily caparisoned naval officers. She was dressed in a white coil of slik, with a tarietan overdress, trimmed with pink satin. Her jewels were pearls, and her hair was dressed with red roses, the whole producing a striking effect.

THE LADIES' TOILLETS.

After the dancing had fairly commenced the scene presented by the ballroom was billiant beyond description. The toilets of the ladies were rich, elegant and costly. The following were especially not coable.—Mrs. Grant wore a pink rep Silk, with point lace overdress and puns of mult. She also had, decorating her person, a profusion of jewels and diamonds.

Mrs. Porter was the most elegantly dressed lady.

had, decorating her person, a protusion of peace, and diamonds.

Mrs. Porter was the most elegantly dressed lady in the room, ishe wore a white silk, with white tulle ruffes, rimmed juvith satun point lace panier over blue silk and wreaths of roses. About her neck she wore a neckiace of diamonds.

Mrs. Howison, daughter of Bishop Odenheimer, wore a yellow silk covered with black lace.

Mrs. Crittenden, of Brooklyn, was richly dressed in pink silk, ruffled at the seeves with pink ribbon trimming. As ornaments she wore a wreath of roses in her hair and a pearl necklace and diamond brooch.

Miss Lizzie Porter wore a blue silk, with plaited utiles. Leng Porter wore a pink silk, white tarictan overdress and tinsel ornaments.

Mrs. Colonel Andenried, pearl satin, trimmed with
pink, satin point lace shawl and several elegant

clasters of diamonds.

Miss Minnie Snerman, blue silk underskirt; Miss Lizzie Sherman, ptain white.

Mrs. S. P. Brown, of Washington, wore a green slik, trimmed with cording of satin, jewels and jets.

Krs. Brandreth, of Sing Sing, N. Y., wore a lavender dress of satin, with black lince bows behind edged with white satin and diamonds, necklace and carrings.

earrings.

Mrs. Colonel Creighton, of Baltimore, wore a iong.

Baltimore, wore a iong.

Baltimore, wore a iong.

Among the other ladies elegantly attired were Mrs. ng the other ladies seigning hat fee were Mrs. of the grant of Washington; Mess Cist, of St. of Mrs. Lieutenant Commander Cosey, Miss of Reitmore; Mrs. Paymaster Goldssid, Mrs. Cosone; and Mrs. L. J. Aden, Mrs. Lennox and Miss of Ablany; Mrs. Seneral Erney and daught a Brings and niece. The rickest drgss in the

room was 'fast worn by Mrs. Weaver. The dress was thror ghout of Parisian manufacture. Her overskirt of solver gauze of white and like satin, with 'cimmings of peacock feathers and an underskirt, of rich white silk, with trimmings of green. Her jeweis, pearls and diamonds were of the most costly description.

THE ADMIRAL'S UNIFORM.

The uniform of Admiral Porter is also worthy of mention. It was the full dress uniform of a Vice Admiral. The trimmings on the cuffe and collar were embroidered in gold. The cut was perfect, and showed off the Admiral's fair proportions to great advantage.

THE DISTINGUISHED PERSONS PRESENT.

The President of the United States, General Sherman, Secretary of the Navy Borie, Postmaster General Creswell, Secretary of the Interior Cox. Assistant Secretary of The Interior Cox. Assistant Secretary of The Interior Cox. Assistant Secretary of State Davis, Attorney General Hoar, Rear Admirals Paulding and Balley, Sir Edward Thornton, the British Minister; Governor Hawley, of Connecticut; General Ramsey; General Garfield, member of Congress from Ohio; General Wadsworth, of Kentucky; Judge Humphreys, of Alabama; Mr. S. B. Chittenden, of New York; Captain Parrott, Dr. W. Maxwell Wood, Chief Engineers Loring and Williamson, Commodore Goldsborough, Commandant Weaver, Captain Shirk, Captain N. B. Harrison, Commandant of Midshipmen at the Academy; Colonels J. C. Audenreid and Dayton and many others.

At half-past two supper was announced. The crowd made a hasty movement for the supper room. This part of the entertainment was arranged by Colonel Swann, and the supply was equal to the destinguished persons followed their example, and although dancing was kept up for a long time after it was only enjoyed by the younger persons. Mrs. Porter, however, remained till among the last.

The ball was unquestionably a grand success, and is certainly gratifying to the estimable lady for whose benefit it was given. Although the night was warm, a refreshing breeze blowing in from the Chesapeake Bay gave great com

WEST POINT.

The Examination in Spanish-Proficiency of the Cadets in the Language-The Boat Race Postponed Till Grant's Arrival-A Church Question-The "Standings" in Engineering, Law and Ethics.
WEST POINT, June 5, 1869.

The examination in mineralogy and geology was completed to-day, and all the sections were over-hauled in Spanish in the usual catechising fashion. The members of the sections examined gave evidence of a familiarity with the language which was quite astonishing, and when it is taken into consideration that ithe scholars have but three recitations a week in this special course their proficiency redounds all the more to their credit. Some way or other, Spanish has not been treated fairly for several years past at the Academy. It has for a long period been made a particular branch of the ratio studiorum of one class one year, and then transferred to another for another year, in a manner which has all along been quite as mysterious as a good many other things at West Point which need looking into. It is now taught in the third and first classes—that is, in the class which has two years to remain on the post before becoming officers and in the graduating class; but the transfer system, which was first put in operation about four years ago, has now reached such a point that it has been decided now reached such a point that it has been declared to take Spanish out of the graduating class entirely and confine it as a speciality to the third class, on the ground that the first class is too "crammed" with studies. However, any person who knows anything at all about the subject must be aware that, if Spanish be limited to the third class alone, by the time the members graduate they will have forgotten pretty much all they may have learned or the language while in the third class. On the other hand, as long as it is retained in the first class the graduates who join their regiments on the frontiers of Mexico, for instance, and in Texas, a few weeks of Mexico, for instance, and in Texas, a few weeks after leaving the Academy, will find their knowledge of the language not only ornamental, but exceedingly useful. In our war with Mexico Scott's most valued assistants in the army were those officers who were acquainted with the language, and no noe knows the fact cetter than General Grant himself. Besides, it may not be a very long while to come before our officers may be garrisoned in Cuba, and then the practice of having Spanish taught to that class which leaves the Academy fresh from the Spanish sections will be appreciated to its full value. The following are the names of the members of the last section in mineralogy and geology and the subjects upon which each was questioned:—

THIRD SECTION.

subjects upon which each was questioned:

THIRD SECTION,
Aspinwall.—Glaclers and icebergs.
Fracien.—Tray (various rocks).
Thomas.—Voicances and earthquakes.
Rea.—Tray (universit).
Brady.—Organic agencies producing geological changes.
Bacon.—Tray (universit).
FOURTH SECTION.
Miller.—Drift and modified drift.
Gerbard.—Atmospheric agencies producing geological changes.

Gerhard.—Atmospheric agencies productionings.
Sprile.—Origin and distribution of gold.
Morton.—Tray (fossile...
Smallwood.—Tray (minerals).
Purriac.—Tray (minerals).
Robinson.—Typical forms of continents.
Legget.—Tray (minerals).
Rock well.—Tray (minerals).
Rock well.—Tray (minerals).
Smith.—Origin and mode of occurrence rocks.

Smith—Origin and mode of occurrence of unstrained rocks.

THE BOAT RACE, which was to have taken place to-day and for which every possible preparation had been made by the three classes who intended to pull for the champion ling, has been postponed until the arrival of General Grant. It is understood that the President is very anxious to witness the race, and that he to-day, in a communication received by the Superintendent, expressed a desire that it should be postponed until his arrival. As a matter of course the request was compiled with, and the contest will come off some line day during the coming week—probably on Wednesday, as the President will be here by that time. Notwithstanding the fact that it was generally known here when the postponement was announced that the time for the race was deferred as a special courtesy to General Grant, there was no unconsiderable grumbling among the visitors at the various hotels, many of whom had come from New York by the early morning trains for the especial purpose of witnessing the contest. The ladies were especially put out, and, as might be expected, pouting this were decidedly in the majority in the ladies' parior, and how could it have been otherwise, for hadn't many of them chosen their colors with the greatest of care, and been hugging themselves with joy all the forenoon as to what cadet such and such a one would say, when he would discover his crew's emblem wound about delicate throats in such a dainity way and primed so temutingly on "loves of bonnets." Wint, indeed, was Grant to them or they to Grant; but when five o'clock, the time the race had been high the delicate throats in such a dainity way and primed so temutingly on "loves of bonnets." Wint, indeed, was Grant to them or they to Grant; but when five o'clock, the time the race had been here, the sport could not have taken place anyhow—a consolation quite worthy of the occasion truly.

Speaking of the anticipaled arrival of General Grant and hearing that a stronger is the present the

tried to console themselves that even if Mr. Grant had been here, the sport could not have taken place anyhow—a consolation quite worthy of the occasion truly.

A CHURCH QUESTION.

Speaking of the anticipated arrival of General Grant and hearing that a stranger is to preach the sering in the church here to morrow recalls to my mind a nice little row, which has been growing more interesting from day to day ever since it first broke out on this post. Your readers are doubtiess aware that the principal, in fact, the only, established church at West Point, with the exception of the Catholic chapel, is the little stone edifice that is sandwiched between the Academic buildings and the Library. The residents hereabouts—that is, the families of the others and processors and the major portion of the cadets—altend the service in this building, which service has always been conducted according to the Episcopal ritual. Some months ago the chaplain was compelled not exactly to resign, but to retire from active service as a minister, and the question of getting a proper person to take his place was at once agitated, when, to the horror of the very pious Episcopal congregation, it was assertated that General Grant had chosen a man after his own heart to fill the vacancy—a Methodist preacher. Imagine the consternation. The new chaplain received his military grade from the Senato, and was ordered to report here for duty on the list of last month; but some busy individual informed him as to the reception he might expect, and how no person would attend the church while he officiated. The gentleman being an eloquent man, who had never been used to preaching to empty benches, had a decided objection to trying what effect such a ourse of preaching would have on the morral status of west Point, and so resigned his commission. Then, maded, did the flock rejoice and consider victory theirs. However, to make assurance doubly sure, they went to work and drew up a petition to the President, asking him, for the regard he is supposed to hav London Money Market.—London, June 5—1 P.

London Marke

which they have been examined) were read at parade this evening:—
FIRST CLASS.—ENGINEERING—ARRANGED ACCORDING

NG-ARRANGED ACCORDANGE ARCONDENS AS MITCH, W. F. 23. Smith, W. F. 24. MOTOD. 25. Aspinwall. 26. Perrine. 27. Robinson. 28. Reese. 20. C. H. Rockwell. 30. W. C. Miller. 31. Cruycroft. 32. Hughes. 34. Gerhard. 36. Rawson. 36. Brady. 37. Sprole. 38. Smallwood. 39. Maxon. Bergland. Tiliman. P. M. Price. Fitzalmu Hardy. Leggett. Bourke. Porter. G. R. Bacon. Pullman.

FIRST CLASS.—ARRANGED ACCORDING TO MERIT IN ACCORDING TO MER AND LAW. 21. Smallwood. 22. Rawson. 23. Yeaton. 24. Thomas. 25. Braden. 26. Aspinwail. 27. Rea. 28. Gerhard. 29. Robinson. 30. C. II, Rockwell. 31. Morton. Tillman. Bergiand Fitzsimu 31. Morton.
32. Leggett.
33. Sprole.
34. Hughes.
35. W. F. Smith.
36. Perrine,
37. Miller.
38. Maxon.
39. G. R. Bacon. Augur. Hardy. Osgood. Osgood Brady.

NEXT WEEK promises to be a very attractive one, for visitors at least. Besides the arrival of General Grant and suite, which is, of course, an event in itself, there will be the boat race, between the first, second and third classes; three reviews, another troopers' ride in the riding hall, and an inspection of the Cadet corps by Inspector Schriver. Visitors are coming up here by every train and steamer, and if the influx should continue a day or two longer it may be that by the middle of next week the hotels will have to put up on their door posts that notification so relished by the training the state of the state of

minutes before seven o'clock yesterday morning the way train from sufferns had arrived at a point within two miles of Hobokus, when the rear truck of the intwo miles of Hobokus, when the rear truck of the last car jumped off the track and went jumping across the ties, rounding a curve and crossing two bridges, one of which had no other roof than the ties, which are about two feet apart. In rounding the curve the rear end of the car swung off and was sliding down the embankment, when it was dragged up again and held firmly to the train. There were four passengers in this car, who, as soon as they felt it jerking along, left and went into the other car, after which the beli rope was pulled and the train stopped, after having proceeded about three-quarters of a mile in the manner stated. There were three passenger cars altogether in the train. The passengers alighted, and after the lapse of half an hour the car was on the track again, the passengers working vigorously. Among them was ex-Mayor O'Nelli, of Jersey City. The cause of the accident was a loose wheel on the rear truck. The accident was a repetition of the Long Island Raliroad disaster, minus the broken rail and the consequent slaughter, it was fortunate for the passengers that the cars were not connected by the loose couplers which, until recently, had been in use. In such a case the car would have been disconnected from the train, swung down the embankment about thirty feet, and the consequences anybody may imagine. The fact that the car was securely fastened to that preceding it by the compression system saved the passengers and the car and kept it in a straight line when crossing the trestie work of the bridge. Such an escape is almost without precedent. last car jumped off the track and went jumping

THE EXPLOSION IN DUTCHESS COUNTY.

Its Terrible Effects-Heartrending Scene One Killed-Two Budly Injured-Several Slightly Hurt. POUGREEPSIE, June 5, 1862.

Full particulars of the premature blast explosion near Poughquag, on the line of the Boston, Hartford and Eric Rallroad have been received. It occurred about six o'clock yesterday afternoon. At that hour three men named John Donahus, Patrick Dual and John Murphy, all laborers, were at work in what is known on section fifty-six of the road as the "the deep cut." They were preparing for a powder into a seam in the rock. John Donahue, the foreman, stood over the seam with an iron tamping rod in his band, ramming down the powder. By accident the rod struck the side of the rock, when sparks were emitted and the powder becoming ignited a terrific explosion took place, the report being heard a long distance. For a few seconds the air was filled with huge rocks, masses of dirt, &c., while the tnick smoke entirely obscured the fatal spot from view. Bonahue was blown all of thirty feet high in air, and when his body came down it presented a sickening sight. His face was burned almost to a crisp and both eyes were builging from their sockets. One leg was broken in several places and the arms were terribly burned, the coat sleeves and flesh being stripped from them; yet with all these injuries he was alive and conscious. His watch, which was in his vest pocket, was blown apart and the inner ring around the works was bent double, while the inside of the case was blown full of powder. He was removed to a neighboring farmhouse, where every possible attention was given, but no reaction occurred; and this morning, after having passed a terrible night of suffering, the doctors were of the opinion that he would die before noon. The rock cut is sixty feet in width. Patricz Duai, who stood along side of Donahue, was blown a distance of forty feet, his body striking an embankment into which it was driven with such terrible force as to require the combined efforts of four men to remove it. Both legs were broken in half a dozen places and one arm was smashed as though it had been ground. The head was also cut and the skull crushed. The face looked like a piece of dirty raw flesh, so badly was it mangled and so full was it blown with powder. The poor fellow did not survive twenty minutes, being entirely unconscious. John Murphy was hurled ten or fifteen feet, his cithes were badly torn and his left thigh fractured. The doctors say he will recover. At the time of the explosion a large gang of men and horses were near the spot, and when the actitant occurred a dangerous stampede took place, several barely secaping from being crushed to death by the falling rocks which were thrown so high in the air as to give the laborers time to get away terior the stones came down again, one man leaped down a thirty foot emban heard a long distance. For a few seconds the air was filled with huge rocks, masses of dirt, &c., while

THE CASE OF MRS. BARNES-CORONER'S INVESTI-GATION.—Coroner Rollin's yesterday held an inquest at the Morgue over the remains of Margare: Barnes, late of No. 81 Rooseveit street, whose death it is alleged resulted from injuries received by being thrown from a second story window by her busband. Michael Barnes. The particulars have been fully reported in the Hilbalb, as also was her aute-mortem statement, taken a day or two following the occurrence. While being taken to the hospital deceased told one of the officers in attendance that she had fallon from the window, but subsequently charged that her husband threw her out. The latter statement she repeated when before the Coroner. The police report the deceased as having been of very intemperate habits. The evidence admosed before the jury showed conclusively that the husband had indeed thrown his wife through the winnow, and so rendered their verdict. The prisoner was held for the action of the Grand Jury by the Coroner. late of No. 81 Roosevelt street, whose death it is

EUROPEAN MARKETS.

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 4 29 | Moon rises...morn 2 35 Sun sets...... 7 28 | High water....eve 5 44 Passed Through Hell Gate, BOUND SOUTH.

BOUND SOUTH.

Fork, with miss-to J F Ames.

Brig Anna Mitchell (Br.), Scott, from Cow Bay, 10 days, for New York, with coal, to master.

Schr Frairie Bird (Br., Calowell, from Windsor, NS, 12 days, for New York, with plaster, to Crandall, Umphray & Co. PORT OF NEW YORK, JUNE 5, 1869.

CLEARED.

Steamship City of Paris (Br), Kennedy, Liverpool—John G Bale. Steamship Tripoli (Br), Le Measurier, Liverpool—E Cunard. Steamship Virginia (Br), Forbes, Liverpool—National Steamship City (Br), Forbes, Liverpool—National amship Tripoli (Br), Le Messurier, Liverpool—E Cunard. amship Virginia (Br), Forbes, Liverpool—National aship Co. up Main (NG), Von Oterendorp, Bremen-Oelrichs

mahip City of Port au Prince, Jackson, Port au Prince Neamann Christian College Coll

& Co.
sahip Isaac Beil, Bourns, Nortoix, City Point and
sahip Isaac Beil, Bourns, Nortoix, City Point and
sahip N P Bauks, Drew, Norfolk—N L McCready & amship Valley City, Johnson, Georgetown, DC-Phillips

Brown.

Bleamshin Giancus, Walden, Boston—W P Clyde

ship W Tapacott, Urquhart, London—E E Morgan's Sons.

Bark Europa (Br.) Tusker, Liverpool—Boyd & Hincken.

Bark Titania (Br.), McNab, London—A Lindsay,

Bark Delphin (Rus, Wrman, Bremen—Funch, Edye & Co.

Bark Emanuel (Nor.), Ramsiand, Leghorn—Funch, Edye & Co. Bark Golden West (Br), Brown, Cardenas Boyd & Hinck-Bark Alfred (Br), Marchildon, Picton, NS-P I Nevius

urig Scotsman (Br.), Fitchet, Queenstown or Falmouth for reders. T Sples. Brig Ceres (NG), Socken, Bremen.—Funch, Edye & Co. Brig Susan Bergen, Davis, Beyrout.-B J Wenberg, Brig Samson, Cleaveland, Monrovia and a market.—Yate ! Porterfield. k Porterfield.

Brig L H Kimball, Lunt, Stsal—Lunt Bros.

Brig Atalanta (Br., McMullan, Charlottestown, PEI—J Edmiston & Co.

Sohr, Henny (NG), Braine, Richmond—C Tobias & Co. Sohr C C Warren, Smith, Trinidad (Port Spain)—B J Wen

serg.
Schr Laura Pride (Br), Hassell, St Kitts-Jones & Lough.
Schr J P Augur, Aldrich, St John's, PR.—A Abbott.
Schr R M Etwood, Doane, Cat Island.—B J Wenberg.
Schr Israel Snow, Keating, Baracoa.—3 J Wenberg.
Schr J A Decker, Denton, Hamilton.—B J Wenberg.
Schr Litzte Billings, Johnston, St George, NB.—Miller. Houghton.
Schr M Brooks, Sones, Jacksonville—E D Hurlbut & Co.
Schr Willie Dill, English, Georgetown, SC—Thomas
Holmes.

Bolmes.
Schr M. E. Taber, Aldrich, Charleston.
Schr M. E. Taber, Aldrich, Charleston.—N. L. McCready & Co.
Schr Lilly, Hughes, Charleston.—N. L. McCready & Co.
Schr N. C. Paine, Doane, Alexandria.—E. Crow II.
Schr E. M. Wright, Freeman, Alexandria.—E. Crowell.
Schr T. D. Wilder, Heath, Philadelphia.—N. L. McCree

Co.

Schr M B Harris, Cole, Calais—Snow & Richardson.

Schr Tookalita, Stuart, Portland—B J Wenberg.

Schr Hero, Poole, Salem—R W Ropes & Co.

Schr Highland Chief, Freeman, Provincetown—E Crowell.

Schr D Simmons, Raymond, Harwich—J A Stetaon & Co.

Schr J L White, Wicks, Wareham—G K Rackett & Bro.

Schr V Barkalew, Holmes, New London—G & Rackett

Schr Roanoke, Cherbuck, New Haven-G K Rackett & Scott Formus, Carr. Providence—H W Jackson & Co. Stoomer F Cadwallader. Hazel. Baltimore. Steamer F Cadwallader. Hazel. Baltimore. Steamer F Cadwallader. Hilldelphia. Steamer C Comstock, Drake, Philadelphia.

ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS.

REPORTED BY THE HERALD STEAM YĀCHTS.

Steamship Louisiana (Bri, Thomas, Liverpool, May 20, Queenstown 31, with mise and 98 passengers, to the National Steamship Co. Had strong westerly gales during the passen. Was decisined off the Hook 8 hours by foz. Hist, lat 45 2b, lon 52 4b, passed ship Resolute, bound W June 1, passed ship Fawn, bound Enderwick, Glasgow via Moville May 22, with mose and passengers to Henderson Brothers. Steamship Saxonia (NG), Meyer, Hamburg May 22, with mose and passengers to Kunhardt & Co. Hasseperienced westerly winds during the whole passage, and very thick fog since passing the Banks. Arrived off Sandy Hook June 4, but was detained & hours in consequence of a dense fog. May 34, in the English Channel, spoke for Sardy Hook June 4, but was detained & hours in consequence of a dense fog. May 34, in the English Channel, spoke with emigrants, all well. June 2, at 4 PM, lat 42 2t, los 41, lon 44, bark America (NG), from Here for Mexico; 30th, lat 45 1, los 41, passed an English steamship, bark rigged, bound E. Steamship United States, Norton, New Urleans May 29, and Southwest Pass 30th, with mise and passengers, with mess and Baker.

Baker.

Steamship Magnolia, Crowell, Charleston, with mose and
passengers, to A Leary. Had much forgy weather. 12 miles
north of Barnegat, saw a steamer sabore; had apparently
just gone on; weather being thick, could not make out her

name.

Ship Arracan (NG), Jessen, Singapore Feb 19, with mide, to order. Passed Anjer Feb 28, Cape of Good Hope April 10, St Helena April 28 and crossed the equator May 5 in lon 25 W. March 30, lat 25 S. tof. 4, spoke bark Cheriben (Dutch) from — for Rotterdam, 63 days out; April 18, lat 30 S, lon 24, bark Evrytheus, from Singapore for London, 53 days out. out. ip Edith Warren (Br.), Clarke, Calcutta, Feb 9 (110 days), Sand Heads 14th, with saltpeire, Ilnseed, &c, to master. ed Rermuda May 20 and since has had light winds and s; been off the port 4 days in a dense food, 45 days, with, to order. Had westerly winds, calms and fogs most of

mdee, to order. Had westerly whose, came and togs more of the passage.

Ship J Montgomery (of Boston), Perkins, Cardid, 47 days, eight relivant from to order. May 15, lat 42 49 ion 54 15 W. spoke bark Prairie Bird, from — for Liverpool.

Ship Pester, Clifford Boston, A days, in ballast, to master. Bark Alevone (of St ekton), Staples, Yokahama, Jan 31, with tea to Walsh & Carrer; had variable gales on the coast of Japan, passed Anjier, Feb 37; had two heavy westerly gales of Cape food Hope; passed the Cape April 10 and had light winds in the Morth Atlantic togs the trades in its 25 N. May 24. hat 2810 N. long 55 10 N. boarded brig Sarah Ann (Br., Nuterbridge, from Bermuda for Cuba, 4 days out, who supplied us with dour.

Bark American Lloyds (of Stockton's Park), Shanghae, Jan 25, with tea to James E Ward & Co, and passed Hong Kong the 58th; from thence to the Paracel Islands, light southerly winds; thence to Lunda strial, light, variable winds and calms. Passed Angler Feb 21 and Jara Head 25d. Eighty miles outside Java Head experienced a dead calm, which lasted 7 days; then got very light, variable winds until we controlled to the 28 december of the passed of the passed to the 28 december of the passed of the passed.

Bark Annek Marie (MG), Marie M. Newport (Eng) 55 days with moste to force, Edge & Co.

Fark Anna & Marie (MG), Marie (M. Parie (M. Par

Sark Anna & Marie (NG), Mariell, Newport (Eng) 55 days with railway iron to order; had light winds and calms most of the passage.

Bark Anneveg. Nor. Ellingsen, Arandol, Norway, 59 days, with mose to Funch, Edge & Co.

Bark Maddalina (Idal), —, Palermo, 54 days, with sumac, to Lawrence, Glies & Co.

Passed Gibraltar April 20.

Bark Navier (Rev.) Panfeld, Rio Janeiro, 22 days, with coffee, to Brown, Shipley & Co. vessel to J L Phipps & Co.

Had light winds and calms the whole passage. May 3. lat 18, kinn 35 W, spoke ship Lottie Warren, from Boston for Valparaiso, 36 days out.

Bark Niobe (of Boston), Weston, Mazalian, Feb 13, with logwood to George Howes & Co. crossed the equator in the Pacific Mar Ist, in Ion 160.0, passed Cape Horn April 1st, and revessed the equator in the Adlantic May 12th, April 28th, lat 14.20 S, ion 35 W, spoke brig Crimea from —— for Montevideo.

dico.

Bark Ellen Stevens (of Portland), Howe, Maianzas, 12 ays, with sugar and molasses to master; had light winds not caims the whole passage. Bay 31, of Hatteras, sp oke ark Acacia, from Maianzas for Philadelphia.

Bark Gussie Troeman (Br., Anderson, Cardenas, 10 days, discussers, 10 Miller & Houghton.

Brig Contest (Rr.), Blackler, Rio Janeiro, 63 days, with offee, 10 Geo F Bulley.

Brig Lindheim (Nor), Panisen, Rio Janeiro, fix days, with e, to Geo F Builey.

g Lindheim (No), Paulsen, Rio Janeiro, 82 days, with
to to Henry Ayr, vessel to order. Crossed the equator
125, in long 30 W.

g Julia F Carney, Carney, Point a Pitre (Guad), May 4,
51 Thomas May 20, with sugar, &c, to James Borland &

Brig Julia F Garney, Carney, Point a Pitre (Guad), May 4, via bit Thomas May 20, with sucar, &c, to James Borland & Co.

Brig Express (Br), Mulford, Arrozo, PR, 20 days, with sugar, to Geo F Bulley. Left in port sehr E V Palmer, for Baltimore in S days.

Brig Alexander Milliken (Br), Durfee, Calbarien, 10 days, with sugar and molasses to Fowler & Jova; has been 5 days N of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds and calms. May 31, of Hatterns, with light winds to Called See New 16, 19, Forrest, Glace Bay, 17 days, with coal, to C B Swain.

Sohr Carl (NG), Bass, Tarragons, 52 days, with wine, to Leno & Co. Had fine moderate weather the whole passage. Sohr Charles Thompson, Confield, Tars. 20 days, with rubber and nuts, to L E Amesink & Co. Had fine weather. Sohr Land Grieve (Br), Burke, St Mare, Hayti, May 20, with logwood, &c, to C B Swain.

Sohr Anna Grieve (Br), Burke, St Mare, Hayti, May 20, with logwood, &c, to C B Swain.

Sohr Lord of the Lies (Br), Petarsen, St Mare, 14 days, with cotton, &c, to Brett, Son & Co.

Sohr Athlete (Br), Cousins, Point an Petre, Guad, 31 days, with molasses, to Jed Frys & Co. Has been 5 days north of Hatterns, with light winds and calms.

Sohr Neille Doe (of Bangor), Riebardson, Kingston, Jam, 30 days, with logwood and 8 passengers, to A. R. Solomon & Co; had light winds and calms.

Sohr Kellie Doe (of Bangor), Riebardson, Kingston, Jam, 30 days, with logwood and 8 passengers, to A. R. Solomon & Co; had light winds and calms.

Sohr Add a Marche to G Calain, Hill, Baracoa, 10 days, with Son A Co.

Sohr Add T Eversell Hermiteria Baracoa.

Selv Bob (Br), Abury, Eleuthera, 8 days, with fruit, to Jos Encas.

Selv Ad. 8 Murchie (of Calais), Hill, Baracoa, 10 days, with Fruit, and the Ad. 8 Murchie (of Calais), Hill, Baracoa, 10 days, with Frit, and Tearnell. Had moderate weather.

Selv D Sawyer (of Jonesnort), Drinko, Baracoa, 8 days, with fruit, to master.

Sour J W Hoberts (of Rockport), Thompson, Harbor Island, 6 days, with pieceppies, to Jas Dougisse.

Selv Winons, Miller, Garveston, El days, with mode, to C H Mallory & Co. May 15, lat 29 (1, no 22 Sp. passed through what appeared to be the upper deck and doors and pilot house of a steamer but a short time in the water. June 3, lat 38 13, lon 78 56, spoke schr Louy M Collins, from Boston for Hayans.

lat 38 13, ion 71 50, spoke schr Lucy M Collins, from Bosson for Havans.
Schr Florence H Allen. Day, Savannah, 6 days, with lumber, to W A Wilder & Son.
Schr J H Seguine Prencia, Virginia,
Schr J of Hissas, Higby, Virginia,
Schr J Ohn Lentiaul, Martin, Virginia,
Schr Ucited Brotsers, Elsey, City Foint, Va.
Schr Lotted Brotsers, Elsey, City Foint, Va.
Schr Henry Parker, Parker, Alexandria,
Schr Lenty Parker, Parker, Alexandria,
Schr Le Blyca, Southard, Georgetown, DC, for Hunter's
Point

Point. Schr I, B Cownerthwaite, Newburg, Georgetown, DC. Schr Frankrort, Crowley, Egg Harbor. The steamship Weser, arrived th, reports had tight, variable winds, and from the Banks thick fogs. Arrived oil Sandy Hook at DAM 4th Inst. but was detained by a very dense fog. May E5, lat \$0, lon 25, passed ship Advance (Br), from Liverpool for New York; 50th, lat 46, lon \$0, ship Skimmer of the \$4ab, bound W.

The bark Palestine, arrived 4th, is consigned to Peniston & The bark Gauss (NG), from Liverpool, reported 34, is consilined to Nesmith 4 Sons, and reports strong westerly which up to the last 16 days; then very light winds and calms. Has up to the last 16 days; then very light winds and calms. Has the strong of the last th

Co.
Schr Commerce, —, from Boston for New York.
Schr D H Hopkins, Snow, from Boston for New York.
Schr Pitght, Crowell, from Providence for New York.
Schr M P King, Rockwell, from Portland, Ct, for New
York.
Schr S S Scranton, Clark, from Portland, Ct, for New
York. ork.
Schr Belle, Wilson, from New Haven for New York.
Schr Escort, Small, from Bridgeport for New York.
Schr Davison, Smith, from Northport for New York.

BOUND EAST. Brig Wilmington, Martell, from New York for Glace Bay. Schr L A Bennett, McDavitt, from Alexandria for Nor-Schr Ida, Phillips, from Elizabethport for Taunton. Schr John Warren, Magar, from Elizabethport for Provi Schr Cornelia, Shay, from Elizabethport for Providence. Schr Maggie Cummns, Smith, from Elizabethport for Co

Geo Gillem, Rankin, from Hoboken for Saybrook.
Tookalita, Stewart, from New York for Portland.
White Sea, Taylor, from New York for Boston.
San Luis, Cunningham, from New York for Mystic.
Commerce, Kent, from New York for Gow Bay.
Ida Herbert, Somes, from New York for Boston.
Louise Francie, Jr. Kelly, from New York for Provi

isnes.
Schr Pranklin, Brown, from New York for Portland,
Schr E M Duffield, Haynor, from New York for Portland,
Schr Belagawa, Bryant, from New York for Gloucester,
Schr Highland Chief, Frosman, from New York for Pro

BELOW.

BELOW.

Ship Isabelia Kerr (Br), Kerr, from Calcutta, Feb. 10 (by Pilot Boat Edmund Driggs No 7.

Bark Limerick Lass (Br), Mahoney, from Cienfuegos, 18 days (by pilot boat Ariel Patterson No 12).

Bark Constance (Br), Johnson, from Si Iago, Cuba, May 12 (by 18 Charles of Br), Johnson, from Si Iago, Cuba, May 13 (by pilot boat A T Siewart No 6).

Bark Ennerdiale (Br), Roper, from St Iago, Cuba, May 13 (by pilot boat A T Siewart No 6).

Brig Europa (NG), Blohm, from Trieste, 72 days, (by pilot boat A T Siewart No 6).

Brig Enopa (NG), Blohm, from Rio Janeiro, 50 days, (by pilot boat A T Siewart No 6).

Brig Enothers (Br), Bahis via Hampton Roads June 3. (By pilot bont Ariel, Fatterson, No 12.)

Schr Campbell from — (by pilot boat A T Stewart No 6).

SAILED.

SALLED.

Steamships City of Paris, Liverpool; Virginia, do; Tripoli, do; Dacian, Glascow; Main, Bremen; City of Port au Prince, Port au Prince; Bienville, Havana and New Orleans; Ariaden, Key West and Galveston; Mariposa, New Orleans; Crescent City, do; San Salvador, Savannah; Manhattan, Charleston; Louisa Moore, Newbern; Isaaa Bell, Norfolk, &c; N P Banks, do do; Valley City, Alexandria.

Wind at sunset WNW.

Shipping Notes.

Shipping Notes.

There were in port yesterday 524 vessels, of which 74 were steamers, 78 ships, 149 barks, 120 brigs and 102 schooners.

The mammoth balance dry dock was towed to its old station in the slip between piers 41 and 42, East river, on Friday morning. By dredging a great depth of water has been obtained for its operations.

The brig Minute A Smith, 345 tons, belonging to Warren Ray 5 to 6, this city, was lowered from the small sectional

The brig Minute A Smith, 345 tons, belonging to Warren Ray & Co, of this city, was lowered from the small sectional dry dock, near the foot of Rutgers alip, on Thursday afternoon, after receiving a new aut of yellow metal sheathing. The bark Eugenia, 709 tons, new measurement, built in Yarmouth, to which port she belongs, in 1863, was lowered from the People's dry dock, foot of Gouverneur street, on Thursday morning, after being painted.

The packet ship Aurora, 1858 tons, built in this city in 1854, and belonging to Messrs Howland & Frothingham, was lowered from the great sectional dry dock, near the foot of Rutgers slip, on Friday afternoon, after having been calked, stripped of her old and furnished with a new suit of yellow metal sheathing.

netal sheathing.

The schooner Clara Woodhouse, owned by J. H. Wood-

house, of New Haven, was lowered from the larger one of the screw docks, near the foot of Market slip, on Friday afteroon.
The brig Uraguay, 303 tons, was lowered from the People's

The brig Uraguay, 303 tons, was lowered from the People's dry dock on Thursday afternoon, after ha ving her yellow metal sheathing patched.

The bark Mary Lucretia, 305 tons, new measurement, built at Derby, Ct, in 1854, and belonding to this port, is on the small sectional dry dock, near the foot of Rutger's slip, being calked, stripped of her old and rurnished with a new suit of yellow metal sheathing.

The bark James Muir, 523 tons, new measurement, built in Sheiburne, NS, in 1865, and belonging to Tarmouth, was lowered from the People's dry dock yesterday morning, after having her yellow metal sheathing patched.

The packet ship Daniel Webster, 1845 tons, new measurement, built in Boston in 1850, and belonging to Mesers Morgan & Wiley, of this city, is on the great sectional dry dock, near the foot of Rutgers slip, for the purpose of being calked, stripped of her old and furnished with a new suit of yellow metal sheathing.

The ferry boat California, recently improved by being lengthened 15 feet, is on the Hunter's Point ways, being calked, stripped of her old and furnished with a new suit of yellow metal sheathing. She belongs to the Houston street ferry company.

Marine Disnaters.

Marine Disasters.

STRAMER VOLUNTEER, Jones, for New York, which cleared at Wilmington, NC, 28th uit, got aground on New Inlet bar, and broke one of her propellers. She was subsequently got off after throwing overboard about 600 bits roain, and will be towed to this port by steamer Fanits, which left Wilmington on the 3d inst.

STEAMER EMPIRE, Price, from Wilmington, NC, for New York, which sailed let inst, ran ashore on New Inlet bar, but was towed off same day, supposed without damage.

STEAMTUG R S CARTER, from New York, ran ashore on Roy's Back, Hell Gate, at 6 AM, 4th, but was expected to come off at high water.

SHIF GOLCONDA—The case of ship Golconda (Rt), from

come off at high water.

SHIP GOLCONDA—The case of ship Golconda (Br), from Pennacola for Liverpool (which was taken into Key West after being ashore, was heard on the 24th, and a decree given awarding 30 per cent on the agreed value of ship and eargo (254,925), after deducting the usual costs of court, &c., which were not yet taxed, but would be small. The only repairs needed on the vessel was that her topsides should be casked. She would be ready for sea about the middle of the following week.

Week.

STEAMER ASHORE—The Atlantic Submarine Wrecking
Company have despatched the steamers Rescue and Philip to
a steamer ashore at Cranberry Inlet, NJ, 12 miles south of

Squan.

ISLE OF WIGHT, May 28—The ship Therese, of and for New York, from London, was off here to-day, and reports that on night of the 19th, at the back of the Goodwin Sands, lost topsalle, maintoppallanisall, maintoppasals, and Landed pilot at Portemouth.

MALAGA, Nay 18—Brig Sophia Maria (Dutch), Teensma, from Trieste for Rio Janeiro, has put in, having been in collision 14th inst, Malaga Lighthouse bearing two miles NNW, with the Italian bark Bartholomeo, Antello, from Genoa for New York. Former lost bowsprit, foretopmant, figurehead, stays, &c. The bark sustained slight damage.

Spoken—Schr Gen Grant, 18 months out, with 250 bbls oil, May 22, int 30 N, ion 75 31.

Ship Eliza Adams, NB, was reported at sea March —, no lat &c, 20 months out, with 800 bbls sp and 1500 do wh oil.

Bark Hunter, NB, was reported at sea Feb 1, no lat, &c, & latter & A latt A letter from Capi Smith, of bark Jas Maury, NB, dated Jan 25, no Jat, &c. reports her with 50 bbin sp and 150 de wh oil since leaving Fayal. Spoken.

Ship Alexander Marshall, Gardner, from Liverpool for New York, May 17, lat 48, lon 42. Ship Southern Rights, Williams, from Liverpool for New York, May 18, lat 51, lon 12.

Foreign Ports.

ANTW REP. May 22—Arrived, Virginia, Barker, Callao; 24th Now worth, Nichola, and Harzburg, Kubiken, Nyork; Georgia, Medanieh, do; Beasie Barker, Fritz, Philadelphia, Baiserol. Pill), May 23—Passed by, Gustavo, Trapanani, Nyork, for Sharporess, Harmaniaven, May 24—Arrived, Clara, Probst, Philadelphia; Columbia, Mullen, New Oricans; Inca, Renjos, New HRENGRIAVES, Spiles, New Oricans; Inca, Kenjoz, Services, Columbia, Mollen, New Oricans; Inca, Mobile; 19th, Govine Batiate, Giugleimi, New Oricans, Rounax, April 28—Salled, Castine, Lynch, NYork; 20th, Templar, Rosers, do; Winged Hunter, Small, Galle, Bassits, April 14—Salled, Alice Tainter, Nichols, Europe, Bassits, April 14—Salled, Alice Tainter, Nichols, Curo, Baracoa, May 25—in port schrs D Sawyer, for NYork, Ide; Clara Montgomery, for do do; Anna K Warren, for Boster, Clara Montgomery, for do do; Anna K Warren, for Boster, Bordeaux.

on, do.

Cardiff, May 21—Arrived, Courser, Dickey, Bordeaux.
Cardersan, May 24—Safled, brigs Cuban (Sr), Hannaford, or a port north of Hatteras: 28th, S V Merritt, Lippincott, and Handa (tr), Wright, do do.

Aschwall, May 25—Arrived, bark Crusoe (Br), Mix, Aschwall, Mix 25—Arrived, bark Crusoe (Br), Mix, Aschwall Crusoe (Br), Mix 25—Arrived, bark Cru

Aspinwali.

Aspinwali.

Salled 18th, brig Napier (Br.), Welsford, Roston.

In port 28th, barks Tremont, Cartisle, for Boston: E Schulz, Russell; Thomas Terry (Br., Crusby; Josie Nicholas, Nicholas, and Sancho Panza, Wiley, unc brigs Bride (Br.), Brooks, from Nork, arrived 18h; Jas B Kirby, Barnard; Robert Dillon, Blatchford; Simose (Br., Morris, and Ger P Peniston (Br., Burgess, unc; schr Chas Dennis, Halleck, do, and others.

on the state of th II.

Passed by do 23d, El Dorado, Thomason, from Philadelphia
or Stockholm; A B Wyman, Wyman, from Callao for Rotfor Stockholm: A B Wyman, Wyman, from Callao for Bol-lardam. Off Isle of Wight 23d, Therese, Mudgett, from London for York. ELSINORE, May 20—Arrived, Louisa, Dehly, Philadelphia or Cronstadt. or Gronstadt.

FALMOUTH, May 24—Arrived, Annie, Batchelder, from knowled, Of for Havre.
Salied 22d, Allande, Scheibenhuber, NYork.
Off the Lizard 12d, brig Bertha, from NYork for Hamburg.
Off Land's End 22d, Minnie Campbell, Burus, from NYork for Aniwerp.

Of Land's End 22sl, Minnie Campbell, Burns, from Nyork for Aniwer, May 22—Sailed, Britannia (a), Donaldson, New York.

Gircove, May 11—Sailed, Lowa (a), Hedderwick, Nyork.

Gircove, May 10—Sailed, Which, Hopkins, Boston, Chenger, May 10—Sailed, Which, Hopkins, Boston, Philadelphia: Agada, Limit—Arrived, Thermuthis, Johnson, Philadelphia: Agada, Limit—Arrived, Thermuthis, Johnson, Philadelphia: Agada, Limit—Arrived, Cornwallis, Allen, Nyork, Hattvott, May 21—Arrived, Cornwallis, Allen, Nyork (2014), May 07 Brien, Smalley, Callao, H.Aliya N., June 3—Arrived, steamship City of New York (Br). Lawer, Nyork for Liverpool (and proceeded).

Sailed th, bark Caernaryonshire (Br), Davis (from Shanghar, Nyork or University (and proceeded).

Hand, N. Orek, May 23—Arrived, La Gloire, Graham, New Liverproof, May 23—Arrived, La Gloire, Graham, New Oriesans; sarah Boungias, Gulveston; Pacific, Foss, Char eston; Kentville, Evans, Savannah; June 34, Gullivator, Russell, San Francisco; 4th, Geo Huribut, Masson, St Johns, St. NH. Sailed 22d, Pauline, David, Otto, NOrleans; Hannah Lizrle, Fermaon, Gaiveston.
Chezrel 25th, Alexander, Rairden, Callao, Yosemite, Mack, Nyork.
Ent out 22d, Speciator, McMullen, Hoston, Portland or Gioucester, Calbedral, Nickerson, Norleans, Krift (&), Websiter, and Sciniganies, Gerrish, Nyork, Hannah Morris, Morris, Eth ad spiria, Kenikvorth, Raskill, San Francisco.

LONDON, May 24—Arrived, Cordells, King, Pensacola.

Ent out 24th, Albert, Meyer, for Baltimore; Gambia, Pert NYork NYO'R.
LIVERPOOL, NS, May 24—Arrived, brig Oswego (Br),
Royle, NYork; schr Queen of Clippers (Br), Allen, St John,
NH, for Philadelphia.

MARSFILLES, May 21—Sailed, Alphonsine, Legasse, San
Francisco. MATANZAS, May 24-Arrived, bark Fanny, Carver, Sierra

Francisco.

Matanara, May 24—Arrived, bark Fanny, Carver, Sierra Morena.

Sailed 7th, bark N M Haven. Hall, Philadelphia.

FLYMODTH, May 22—(17, Da Capo, Anderson, from NYork for Cronstadt; Liverpoll 1, Da Capo, Anderson, from NYork for Cronstadt; Liverpoll 1, Daniel 1, Trom NYork for London.

FETERHERAD, May 21—Publish. Ellersis, from NYork for Cronstadt, and landed.—In port barks Cella, for NYork, ldg; Stag, for Baltimore, do.

QUERNSTOWN, June 4—Arrived, steamships Australasian, McMickan, NYork for Liverpool; ith, Eina, Jones, do for do.

STETIN, May 19—Arrived, S A Jenkins, Yanghan, Philadelphia.

SAVANILLA, May 15—In port schrs Alma, for NYork 20th; Frank Jameson, for do 35th.

ST MARC, (Hayti), May 19—In port steamship Clara Helena (formerly the Mt Vernon, of NYork), for Jamaica; brig Java (Br., Fowler, for Nyork, to sail about May 25; schr Lord of the Isles (Br.), Peterson, wig cargo (and about 20 vessels to load for Europe.

ST THOMAS, May 14—Arrived, bark Vivid (Br.), Phillips, Montevideo (and saided 18th for Ponce, to load for NYork; 18th, brig Hattle Zakon (Br.), Brown, Demorara (and sailed for Forto the Capada (Br.), Philadelphia; 18th, brig Julia F Carney, Carney, NYork.

In port 18th, steamer Arago, Hilton, from NYork, arrived tilt; bark Pasadin (Arg.), Brown, from Baltimore for Ruenos

iong for Philadelphia; 18th, brig Julia F Carney, Carney, NYork.

In port 18th, steamer Arago, Hilton, from NYork, arrived Hth; bark Paladin Argi, Brown, from Baltimore for Suence Ayres, under survey: brigs Adrio (Br), McKennie, from Lee Fassages for NYork, The Hold of the Market of the Carney Company of the Carney Company of the Carney Company of the Carney Carney Carney (Br), Hughes, for Boston, Kir Peruvian monitors Manco Capee, and Sr John, NH, June 3—Arrived, ship W J Hatfield (Br), Murphy, NYork; brig Harmony (Sr), Robinson, do. Zaza, May 14—Arrived, brig Tubal Cain, Grosenich, New York.

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A—OFFICIAL DRAWINGS

Missouriand Kentucky State Lotteries.

MISSOURI—EXTRA CLASS 239, JUNE 5, 1859.

25. 62, 16. 61. 21. 41. 67. 22. 69. 46, 71, 45, 47.

MISSOURI—CLASS 250, JUNE 5, 1859.

49, 78, 37, 46, 15, 48, 24, 60, 75, 5, 71, 45, 8.

KENTUCKY—EXTRA CLASS 255, JUNE 5, 1854.

70, 20, 26, 68, 31, 8, 15, 69, 60, 45, 75, 46, 11.

Information furnished in the above and also Royal Havana lotteries.

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and all grocers.

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No. 2. My Soul to God, My Heart to Thec.

No. 3. Weedding March.

No. 4. It is Betier to Langh than be Sighting.

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